

the act was committed by some attaché of the circus, who stopped at the hotel during Saturday and Sunday nights, but left at an early hour this morning. [New's Daily Adv. Aug. 23.]

Central and Pennsylvania Central Railroads, and thereby, with the roads extending from Pittsburgh to Cincinnati, form almost an air line route to the last-named city, and with an unbroken gauge, which will enable passengers to take their seats in cars at either end of the line to be re-

all for Repacked Mice, and \$11.00±1.50 for extra-
fine Mice is nominal. Best Hams are out of market. Out-
side are dull and lower; sales of Sunders at \$24.00, and
same at \$23.00. Lard is steady but quiet with little activity;
size of 250 lbs. at \$22.00±1.00. Butter is plentiful and is in
demand at \$19.00, for Ohio, and \$17.00 for State. Cheese
is available at \$10.00.
H.C. continues dull and heavy; sales of 150 ton. Carolina
\$3.75±2.00±.25 per 100 lb.

EMERGENCY SQUAD, from Bangor, which got into Squam, the man took overboard, reporting having passed large floats of lumber drifting between the Isle of Shoals and

TRAVEL ARRANGEMENTS—Commencing June 9, 1906.
 New-York for Easton and intermediate places, from
 2 North River, at 7:30 a. m. and 3:30 p. m.; for Somers-
 at 7:50 and 10:45 a. m. and 3:50 and 5:30 p. m.
 Above trains connect at Elizabeth with trains on the
 Jersey Railroad, which leave New-York from the foot of
 Hudson at 7:30 and 11 a. m., 3 and 5 p. m.
JOHN O. STEVENS, Sup't.

ORDINATION.—The ordination of Mr. Young, formerly of Princeton, a convert to the Roman Catholic Church, took place on Sunday, at St. Patrick's Cathedral in New York, at five o'clock a. m., the spacious edifice being crowded to its utmost capacity. A Pontifical Mass was celebrated on the occasion, the Rev. Messrs. Beaudette and Alaire acting as Deacon and Subdeacon, and the Rev. Mr. McQuaid as Master of Ceremonies. The candidate of Firsthood by Bishop Bayley. A discourse was preached during the services by the Rev. Mr. McQuaid in the English language, and the Mass was sung in the Italian. The choir consisted of thirty voices, and the music of the Mass was performed by the choir of the Cathedral in New Jersey and through the aid of the Roman Catholic clergy in New York. The Mass was celebrated in the church that she had trampled over her enemies, and would continue to entertain, and she referred to the establishment of the College at Madison, the recent political returns of the clergy, and their zeal, as well as the ceremony of the day, as among the more striking proof of her vitality.

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ment of the receipts of specie at that port for two weeks ending August 16:
 From Vera Cruz, by the Texas, silver..... \$106,310
 From Camaguey by the Empress, silver..... 6,000
 Via the river, silver and gold..... 5,000
 Total..... \$115,360
 Previously received since last September..... 543,549
 Total receipts since last September, 1790..... \$575,600
 Receipts for same time last year..... 3,897,561

The new line of coal transportation from Scranton, Pennsylvania, in the center of the Lackawanna coal fields, to Elizabethport, N. J., twelve miles from New York, is now fully in operation. Coal is arriving freely at Elizabethport, and the Company advertise lump coal at \$4 15; large egg \$4 30; and small egg and nut or stove coal, \$4 50. A ton of 2,240 lb.

In relation to *Laud Warrens Thompson's Bank Note* reports says:
 LAUD WARRANTS are rather active at present quotations, holders submitting to the decline rather than take the risk of a rise, and buyers take for immediate use.

We are now (August 26) buying and selling:

	Buying.	Selling.
120 acre warrants at.....	\$1	90
160 acre warrants at.....	80	85
200 acre warrants at.....	51	50
40 acre warrants at.....	\$1 10	\$1 15

It is evident from the great interest manifested at this time in regard to the Allentown Creek Railroad, that the conviction is forcing itself on our merchants that New-York can only complete an maintain her business supremacy by opening an avenue of railroads from this City to St. Louis, Chicago and the other cities of the great West, which shall secure to us a means of transit, not only rapid and direct, but one not liable to be interrupted by the frosts of Erie or the snows of Winter. We have examined this Allentown project, which road, together with others now in operation, will form a connection between the New-Jersey Central and Pennsylvania Central Railroads, and thereby, with the roads extending from Pittsburgh to Cincinnati, form almost an air line route to the last-named city, and with an unbroken gauge, which will enable passengers to take their seats in cars at either end of the line to be re-

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